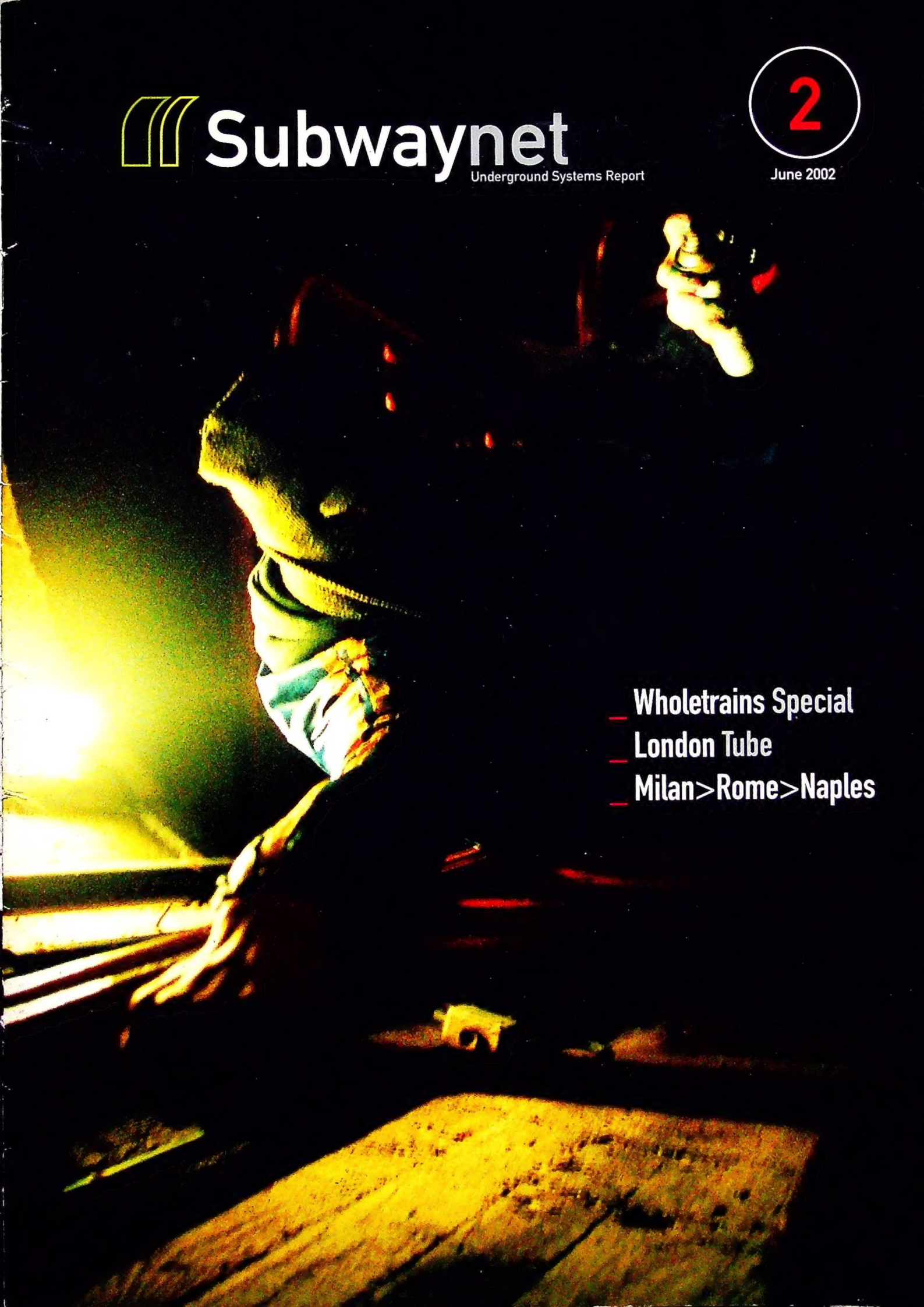
Subwaynet

Underground Systems Report

2

June 2002



_ Wholetrains Special
_ London Tube
_ Milan>Rome>Naples

Milan Destroyers

• [illegible] (Red line, 2001)

• WONE - TK (Red line, 2001)

• [illegible] (Red line, 2[illegible])

• DAZE - VMD70S (Red line, 2001)

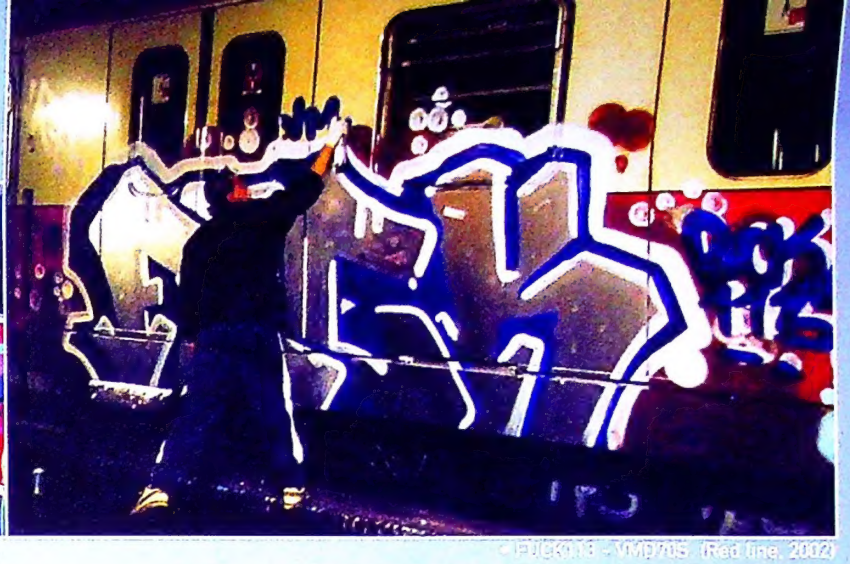
• SIMA - TKA, FIA, BUMBER - FIA (Red line, 2002)

• NER Crew (Red line, 2001)

• FOLSE - MG (Red line, 2002)

• DUE - VMD70S (Red line, 2002)

• CITO - CBS, TG (Red line, 2001)



• PUCKO13 - VMD705 (Red line, 2002)

• TOS - BLN Crew (Yellow line, 2001)

• GIGO - JAN VMD705 (Red line, 2001)

• ZERO - GKC JAN VMD705 TOE GIA (Yellow line, 2001)

• RUTE - VMD705 (Red line, 2001)

• NBWMCA Crew (Red line, 2001)

• (up) RITS - TPS (Yellow line, 2001)

• (right) SKE / FONT / JEY-S (Red line, 2002)

Milan Destroyers

• SIERO - VMD70S (Red line, 2001)

• [illegible] (Red line, 2002)

• [illegible] (Yellow line, 2001)

• DUE - VMD70S (Red line, 2002)

• PONTE - [illegible] (Red line, 2001)

• FUCK - VMD70S (Red line, 2002)

• T2B by SIKO - WCA (Yellow line, 2002)

• LA MANO (Red line, 2001)

• DAZE - VMD70S (Red line, 2001)

Mix'd Up

• HEROES (Athens, 2001)

• DSF Crew (Rotterdam, 2001)

• Title by BSF Crew (Rotterdam, 2001)

• NTC (Stockholm, 2001)

• XMade - 1986 (Amsterdam, 2001)

• 4XES - R'N'B (Marseille, 2001)

• 729 by TEEN - MB'S (Barcelona, 2002)

• SAID - BTC (Munich, 2001)

• (up) BOSS - R'N'B (Paris, 2001)
• (right) CORA - UHT (Paris, 2001)

Buny Report

• BUNY - KR2, TBC (London, 2001)

• KR2 (

• Whole Car by MMY - VDL / BUNY - KR2, TBC (Vienna, 20

• (up) BUNY - KR2, TBC (Madrid, 20

• (left) BUNY - KR2, TBC (Hamburg, 20

• BUNY - KR2, TBC (London, 2001)

• T2B by KR2 Crew (Lisbon, 2001)

• BUNY - KR2, TBC (Madrid, 2001)

• KR2 Crew (Madrid, 2001)

• (Madrid, 2000)

• BUNY - KR2, TBC (Lisbon, 2001)

• BUNY - KR2, TBC (London, 2001)

• KR2 Crew (Madrid, 2001)

• BUNY - KR2, TBC (Madrid, 2001)

• (up) BUNY - KR2, TBC (Madrid, 2000)

• (right) T2B by TBC Crew (Lisbon, 2001)

Rome Gladiators

• ANK - VMD70S (B line, 2002)

• POISON - NCL (B line, 2002)

• PORKI - 007 (A li

• STOKE - TKS, PNC (B line, 2001)

• DRES (B line,

• POISON - MIS (B line, 2001)

• E2E by POISON - NCL / LEEDS - FYA (B line, 2001)

• THE Crew (B line, 2001)

• EROINE - DIA, CNB (A line, 2001)

• TRON - 007 (A line, 2001)

• POES - ARF (A line, 2002)

• JOINT (B line, 2001)

• HEMAN - DS (B line, 2001)

• (up) DANC - HCMS (A line, 2001)

• (right) THE Crew (A line, 2001)

Mix'd Up

• CORA - UHT (Bruxelles, 2001)

• WONE - TK (Hamburg, 2001)

• MBS Crew (Barcelona, 2002)

• FOX - A99 (London, 2001)

• TVE Crew (Madrid, 2001)

• RED - DEST FROM - DSF (Stockholm, 2001)

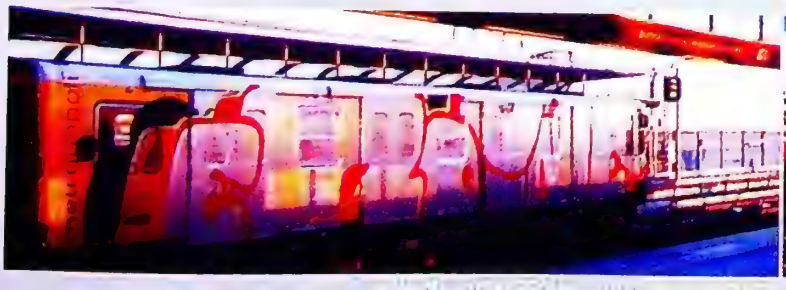
SKINHEAD 2000

SEM - TIF (Barcelona, 2001)

• Topo PRIV - DSF (Stockholm, 2000)

• Impal 128 by SKIN - BAP (Brooklyn, 2000)

Buffers' Hell



▲ Top: Whole car by REUBEN, Vulgarite, Sometimes
▲ Left: Whole car by OSFI, [illegible]

Buffers' Hell

The Tube

Well thats the myth that has been created. There are three underground lay ups in London all which have been done over the years. The London scene is a secretive one on purpose. In any European city you can find a tunnel lay up if you look hard enough or if you know a good connection they will show it to you. Our scene here is a precious one and we choose not to show everyone our subway system so we can continue to hit these places for years to come. Look at France now, the scene has been smashed because the authorities have decided enough is enough. They have taken out all the key figures and shut all the shops and this is why we want to keep the subway system here safe.

Well the key issue is getting into the yards....Yeah there are cameras, movement sensors, laser trips and security guards but you just have to be intelligent and check the times to know when it's safe to cut the holes and get in.

Tips. Well the only tip I can truly offer is find yourself a contact who knows the lay out and security of that particular yard. We can all cut fences and run around being super stealth but it takes time to build a picture of all the movement in that yard. Cleaners have a nasty habit of carrying out their duties at weird times. They dont always finish the same time every night so you have to be vigilant and watch carefully. On the question of keep hitting the same spot, yeah it becomes harder, but the key issue is to change your missions all the time so the authorities never truly can work out where you will strike next. To be safe is to change your pattern of attack everytime. Only fools hit the same spot over and over an then when they get caught they cant understand why..!!??

[illegible]

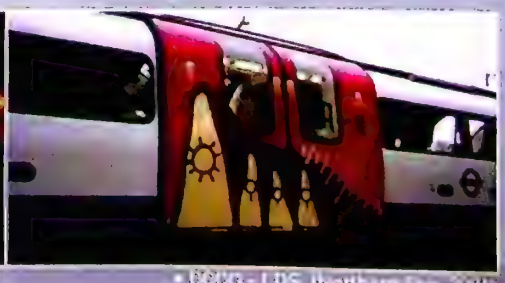
I can tell you crews like DDS, WRH, PFB, CCD, RCS to name but a few were key players in bringing on the UK subway scene. Names like Cazbee, Coma, Fuel, Drax, Elk, Acrid, Foam were all soldiers and smashed the system for years. Some still paint but I think their days of subway missions are over. They truly took the city by storm and they have all earned the respect the deserve for pushing the scene. They dont need to risk their liberty and lives to prove anything anymore and its now up to the younger breed to take the responsiblity and push the scene into the new millennium.

Back in the late 80's panels used to run for a while sometimes up to a week. I think it was new to London then and the transport system got attacked every day. Most of the depots couldnt cope and had to let some of the damage run. There have been some great pictures circulated over the years of whole car subs running across London and to this day you can still be lucky if the action is right you may just get a whole car runner. Panels have always been easier to get into service and usually you can get them running for two-three days. I have had some wicked e2e's running and especially when MOAS crew were here. We had three full colour e2e's running for two days and each day I chased the train to get shots from all angles and some good stations. Its not always that good and most of the actions people see are yard shots because after sitting on a cold station for four hours to then realise they have spotted your train and taken it out of service.

London has over 40 yards and lay-ups including tunnels so yeah it is hard to keep a track on what yard will be hit. The key is to know who is doing what and where and when. Knowledge is power and the key to keeping out of trouble. You can tell whats being done by damage that is running, checking the internet and of course listen to all the bragging about what got done at the weekend. Some crews have developed a style where they tell everyone they are kings of the line and do so much all the time, when in reality they dont paint at all. STD a toy crew from London paint a tube once a month, if that and they spread the rumours that they are very active. This just makes us laugh because most of the crew members dont even live in London and are doing other things instead of keeping the scene real. As for keeping check of the yards, well they are there for all to use. If you have the knowledge about the yard you can use it as much as you like. No one owns these plots and it takes a fool to say they do. There are only a few crews keeping the scene alive at the moment and there are lots of spots for us all to use. I have my favourites of course and yes it may piss me off if i know someone has been in there before me but I dont grab my dick and give it the large one saying " this is my yard ". People pass down knowledge and others are lucky to stumble across a yard that no one does anymore so you have to grab your paint and claim it before anyone else gives it the attitude. Toys come and go so it is no real problem if they paint. This scene is like a fashion, one day its great to be in a scene where by putting up your name and being famous for a day you can command respect but then the next day something else catches their eye and they do something different. I always say " King for a day....A cunt for life "

I would say the London scene is very fragmented and no real harmony exists. Crews are fighting between themselves let alone other rival gangs. I guess it is survival of the fittest and only the strong will survive. The crews that are keeping it real and pushing the boundries to keep our scene alive are DDS, LDS, CBM, ATS, TRX, and I guess new crews will come along and take over the struggle. One piece of advice for foreigners coming to london would be to get a good hook up. Subways are not easy here and treat with caution.

"Hero's never die...they just get stronger..."
Shouts to DAL, MOAS, CBK, BASF, CAFE ATS



• Piccy's include by MOAS Crew / VIMS Crew / KILR - ATS (London line, 2001)

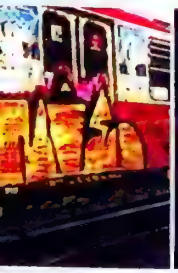
• BKKG - LDS (Northern line, 2001)

Yellow Submarines

U5
U5

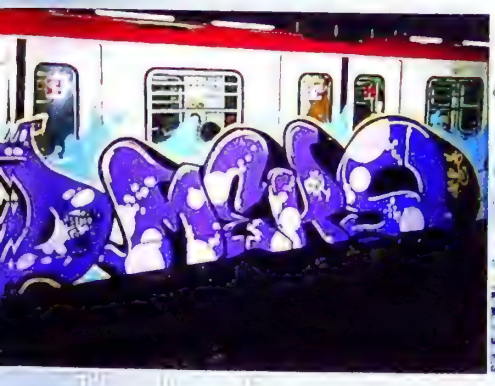
DRAGS

Thrill Seekers



Mix'd Up

The Red Storm



The Red Storm

• 1 WCA Crew (Milan, 2001)
• 2 THE Crew (Milan, 2001)

Rome Gladiators

• POISON - NCL (B line, 2002)

• [illegible] (A line, 2002)

• THE [illegible] (A line, 2000)

• E2E by POISON - NCL / DRES (B line, 2002)

• Married Couple by VMD70S Crew (A line, 2001)

R'N'B Report

• HETERO - R'N'B (Paris, 2001)

• WILLIS - R'N'B (Paris, 2000)

• EARTH - R'N'B (Paris, 2001)

• (up) SEXY - R'N'B (Lyon, 2001)

• (right) MIA - R'N'B (Paris, 2001)

Naples Mafia

• ZEAL - DIA (Circumvesuviana line, 2002)

• E2E - CNB - DIA (Yellow line, 2002)

• DIAS Crew (Yellow line, 2002)

• E2E by ZEAL - DIA / EROINE - DIA. CNB / ROBE -DIA. CNB (Yellow line, 2002)

• (up) ELNINO - ISK. FUY (Circumvesuviana line, 2001)
• (right) Whole car by SAKE - VMD70S (Yellow line, 2002)

The "Int. Wiesbaden-Meeting" is dead..... the "int. Meeting Of Stylez" lives....
The creation of the Monument: 17th & 18th April 2002, Wiesbaden (Germany)
For upcoming jams and dates around europe check: www.meetingofstylez.de

www.montanacolors.com

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